

Rain tonight and Thursday.
Fresh northeast winds.

The Washington Times

LAST EDITION

NUMBER 4584

WASHINGTON, WEDNESDAY EVENING, JANUARY 2, 1907.

PRICE ONE CENT.

Train Heavy Guns Upon Congressmen In Low Gas Fight

MADDEN WILL STRUGGLE
FOR QUICK REPORT
ON HIS BILL.

THE COMPANY'S FRIENDS
EXPECTED TO WAGE
HARD BATTLE.

UNIVERSAL TRANSFERS
ARE LOOKED UPON
AS CERTAIN.

Active moves in the fight for cheaper gas in the District of Columbia will begin with the reconvening of Congress tomorrow.

Representative Madden, who is now in Chicago, is expected to arrive in this city tomorrow forenoon. He has already expressed his determination to force the issue from the first minute of the reconvening. He and his friends will first address themselves to the task of having the Madden bill, providing for 75-cent gas in the District, sent as soon as possible from the House District Committee to the Commissioners for their report.

Preparing Report.
In the time that must elapse while the Commissioners are preparing public opinion on the subject and preparing their report, the friends of the Madden bill will put in some good work lining up Representatives and Senators to vote for the Madden bill.

That there will be a battle royal at the outset on the proposition is now the opinion of many for it is admitted that the gas company has some friends in Congress. The supporters of the Madden bill, however, claim with confidence that their strength will soon be shown so great that the contest cannot be a long one.

Whether the District Committee of the House will consider the gas bill ahead of the universal transfer bill is problematical, but the indications are that the transfer bill, being an older measure than the gas bill, will come up first for consideration. The time necessary for its consideration, will be comparatively brief.

To Have Public Hearing.
One public hearing, it is thought, will suffice to dispose of the time necessary to secure public opinion on the gas bill. Members of the committee are now assured that the District population is practically unanimous in the demand for the universal transfer system, and it is probable that no hearing would be given on this subject were it not for the fact that the street car companies want a chance to be heard on the bill.

When the gas bill is taken up, the hearings will probably be more numerous. But the supreme efforts of the friends of cheaper gas will be the friends of the Madden bill, both before the committee and on the floor of the House. They are confident that, if they realize that promptness in dealing with the matter is imperative, if success is to be achieved this winter.

PHILADELPHIA, Jan. 2.—James McCrea has been elected president of the Pennsylvania railroad, to succeed the late President Cassatt. The following statement after the meeting of the board of directors was issued: "The policy of the Pennsylvania road does not depend upon any one man. It continues unchanged from year to year. It will be my purpose to promote, as best I can, the same progressive development which was conducted so ably under President Cassatt, and the presidents who preceded him."

THE WEATHER.

The Western disturbance is slowly disintegrating, and is this morning only a poorly defined trough, extending from Texas northward to the Canadian line. The weather, however, is unsettled and cloudy over practically the entire country, with snow and low temperatures in the Northwest and extreme central West and rains and comparatively high temperatures in the central valleys and the South.

Unsettled weather will continue for the next two days over the East and South, with rain or snow over the former, and rain over the latter district. Temperatures will change little, although it will be somewhat colder Thursday in the Gulf States. Steamers departing today for European ports will have light to fresh northwest to north winds, with partly cloudy weather to the Grand Banks.

WEATHER BUREAU.
9 a. m. 31
12 noon 32
1 p. m. 33
5 a. m. 33
9 a. m. 33
12 noon 33
1 p. m. 33
5 p. m. 33

DOWNTOWN TEMPERATURE.
9 a. m. 33
12 noon 33
1 p. m. 33
5 p. m. 33

SUN TABLE.
Sun sets today 4:39 p. m.
Sun rises tomorrow 7:19 a. m.

TIDE TABLE.
High tide today 9:55 p. m.
Low tide today 4:10 a. m.
High tide tomorrow 10:40 p. m.
Low tide tomorrow 4:15 a. m.

HARPERS FERRY, W. Va., Jan. 2.—

GAS STOCK OWNED BY THE SENATORS?

Dispatch in the Boston Herald from its Washington correspondent:

It has been charged and never successfully contradicted, that the gas company has powerful friends in both branches of Congress, and that it has looked after its friends during Congressional campaigns with contributions for expenses.

A United States Senator, who had served on the District of Columbia Committee, died within recent years owing \$50,000 of the stock.

That fact has encouraged the reports, widely circulated throughout the District, that blocks of the gas stock are owned by not a few Senators and Members of the House.

The company's administration of its affairs has never been popular in Washington. Its stock has been enormously watered, and the dividends have continued large.

Some years ago the books were burned, which prevented official inquiry into the details of the company's earlier history. Although Congress reduced the price of gas from \$1.25 to \$1, many citizens have kept their gas bills for a period of years, and are now quoting these to bear out allegations that the consumer is made to pay just as much as ever, and that, meter or no meter, the readings are manipulated to fatten the pockets of the stockholders.

FIREMEN SEND ULTIMATUM TO HARRIMAN

Threaten to Tie Up
Seven Roads Controlled by Him.

PEORIA, Ill., Jan. 2.—"Arbitrate or settle the Southern Pacific strike or suffer a walk-out of firemen on all your lines," is in brief an ultimatum sent E. H. Harriman Tuesday night by Grand Master John J. Hanrahan, of the Brotherhood of Locomotive Firemen and Engineers.

Mr. Hanrahan will not stand for delay, his ultimatum says. Unless an immediate reply is received from Harriman the firemen on the following lines will be called out: Illinois Central, Union Pacific, Chicago and Alton, Baltimore and Ohio, Oregon Short Line, Kansas City Southern, and all lines of the Southern Pacific not now affected.

The brotherhood is preparing itself for a long struggle and is feeling the pulse of men on the other Harriman lines.

ST. LOUIS, Mo., Jan. 2.—Incensed at his recent decision in a partition suit in the estate of her father, August A. Well, Miss Rosa Well attempted to assassinate Judge Jesse A. McDonald, in the circuit court today.

Miss Well's aim was unsteady, and the bullet went wild, but passed dangerously close to Judge McDonald's head. He showed wonderful composure, and after the excited woman had been overpowered and the revolver torn from her hands, ordered her taken to the private office of the sheriff. Judge McDonald then resumed hearing court motions.

"I ought to have got him," Miss Well was heard to exclaim, as she and her sister, Clara, who had been sitting near her in court, were taken from the room.

Friends and relatives of Robert C. Castberg, who disappeared mysteriously about eighteen months ago, have received no information regarding the whereabouts of Mr. Castberg, who was a member of Castberg's National Jewelry Company, of Baltimore, and this city.

Save for the published report that the missing jeweler had been located in Shanghai, his family know nothing of the matter. They have heard nothing from him since he disappeared from Saratoga, N. Y., in July, 1905, except for a letter from him in the following month when he said he was going away. His friends and family will probably try to substantiate the published report.

TERRA COTTA WRECK INQUEST IS STARTED



HEADQUARTERS OF "THE FIREFIGHTER," WHERE THE INQUEST IS BEING HELD.

SELL CUMBERLAND APARTMENT HOUSE TO FRANK BURKE

The new year opens with a deal of considerable magnitude in real estate which presages a year of continued prosperity and increased values of desirable property.

A trade is reported whereby the Cumberland apartment house, located at Massachusetts avenue and Thomas Circle, belonging to Lester A. Barr, is sold to Frank P. Burke for \$250,000. In exchange Mr. Burke gives some property in the vicinity of the new municipal building on Thirteenth and a-half street and the valuable corner of Thirteenth street and New York avenue recently purchased by him, together with a cash consideration for balance, the entire deal representing an aggregate of approximately \$250,000.

The Cumberland apartment house is one of the handsomest buildings of its kind, built about five years ago by Mr. Barr, to which a large addition was made a year or two ago to accommodate the increasing demand for room. The location is unexceptional and it is considered a most desirable place of residence.

BURY THE MOTHER CHILD RAVES FOR

While little Jeannette Reed is lying this afternoon unconscious in Providence Hospital, raving in her delirium over the harrowing scenes she witnessed in the wreck Sunday night before her own body was taken from the timbers, the funeral of her mother, Mrs. Elizabeth Reed, was held.

In her ravings the little girl, barely ten years old, asks repeatedly for her mother, inquiring as to whether she was injured.

The services were held in St. Mark's Church, at Third and A streets southeast. The remains will be sent to Washington, Pa., to be interred.

A magnificent floral piece was sent to the funeral by clerks in the Department of Justice, where Mrs. Reed was employed as a stenographer.

AMERICAN RAILROADS
CLAIM BANNER YEAR

NEW YORK, Jan. 2.—The year 1906 will go down in railway history as a year of unprecedented large traffic and net earnings in spite of vastly increased expenditures for material and labor. It also was a year notably lacking in railway failures and receiverships. With exceptions, so few as almost to prove the rule, American railways, large and small, have earned at least their expenses and interest on their bonds, and thus have kept out of the hands of the courts. Of the nearly 2,000 steam railways, independent and subsidiary, in the United States, now representing some 223,000 miles of road, only six companies, with an aggregate of only 24 miles, had to be placed in the charge of receivers on account of insolvency in the year.

"GOING LIKE H—"

At 6:31 I heard the extra train whistling for a signal. I set the red light, and there was no answering signal. There ought always to be.

I then sent a message to University station, saying: "2104 has gone to my red light going like h—." I do not believe that Engineer Hildebrand saw the signal. I have been in the service of the company for thirty-one years and that night was the foggiest and worst for trainmen I have seen in my career.—Towerman Phillips, in testimony before Coroner Nevitt.

Railroad Superintendent, Weather Observer, Towerman, and Others Testify Before Coroner.

Most sweeping in its scope, the inquest over the bodies of the victims of the Terra Cotta wreck of Sunday night was begun at the headquarters of the firefighters on the river front this morning at 10 o'clock with Coroner Nevitt in charge.

Three hours were consumed in the examination of two witnesses, the physician who examined the body of Prof. King, and O. H. Hobbs, superintendent of the Baltimore division of the Baltimore and Ohio. From present indications, it is not probable that over a half dozen witnesses can be heard today.

Most of them will be officials of the Baltimore and Ohio who will each be rigidly cross examined as to the block system, the rules under which operators work, and the penalties imposed upon operators and train crews for the non-observance of the rules. It is thought that two or three days will be consumed before the investigation can be completed.

Interested Officials.
Representatives of the Interstate Commerce Commission, the corporation counsel's office, the district attorney's office, the police department, and of the Baltimore and Ohio were all present at the investigation, in addition to a hundred or more citizens.

The most important feature of the investigation was the development of the fact that the Baltimore and Ohio officials have as yet started no investigation into the wreck and its causes. Asked why this had not been done, Superintendent Hobbs stated that the train crew being under arrest they were inaccessible for examination. Coroner Nevitt explained that they might have been easily interviewed, and asked why this had not been done. Superintendent Hobbs gave no definite reason.

Questioned further Coroner Nevitt asked him to explain from the evidence now before him to what he attributed the wreck. Mr. Hobbs replied: "I attribute it to an infraction of the rules." Asked what particular rules he stated that he had not as yet had time to develop this.

Weather Man Heard.
Superintendent Hobbs, after being on the stand for three hours, was called down at 1:15 o'clock.

Preston C. Day, of the Weather Bureau, was next called, his testimony being that the day of the wreck the atmosphere was foggy.

A recess was then taken from 1:15 to 2 o'clock.

FLYING TRAINS MEET HEAD-ON; SCORES KILLED

Train Gets By Station as Did Extra at Terra Cotta and Horrible Catastrophe Is Quick Result.

The operator realized after the train had passed what would happen, and before the wreck had occurred sent the following message to the dispatcher at Topeka: "No. 29 is gone, and so am I." All efforts to raise him since that have been unavailing. It is reported that the operator has fled.

COUNCIL GROVE, Kan., Jan. 2.—Somebody blundered, as was done at Terra Cotta, D. C., Sunday, when scores were hurled to death, and at least forty people are dead in a collision of Rock Island fast trains near Volland. At least twenty bodies were burned in flames that destroyed five coaches that were wrecked.

Among the dead are twenty-two Mexican laborers, who were riding in the smoking car. Many of the injured are also Mexicans. The operator at Volland was responsible for the wreck, Train No. 29, westbound, was traveling in two sections. The dispatcher at Topeka notified Operator Lynda, at Volland, to hold the second section and let No. 30, eastbound, from El Paso, pass it there.

Let the Train Pass.
Instead, the operator let the first section of No. 29 pass and probably forgot about the second section entirely. At any event, the second section passed the station where it should have been held and rushed on to meet in a head-on collision with No. 30 coming from El Paso.

This train is known to have had full force of the shock. Two baggage cars, mail car, smoker, and chair car were entirely demolished. Passengers in each of these cars were more or less injured. The chair car was filled with Mexican laborers. One passenger who walked from this car a few minutes before the crash, said it seemed to him there were five passengers in this car for every double seat. Reports have it that not more than twenty escaped from the car. If this is true the death toll will total nearly fifty. Both engines were made into scrap iron.

Five Cars Destroyed.
The first five cars of the westbound train took fire immediately from the gas plants and burned rapidly. Some witnesses think as many as twenty-five bodies were burned in the coaches. Fifteen bodies have been recovered, some unrecognizable by reason of their burns. The engineers of both trains escaped by jumping, except the engineer of the westbound train, whom it is feared cannot live.

A relief train arrived from McFarland in one hour after the accident with three doctors on board.

The sleeping cars of both trains were uninjured. It was reported that the train and three of the eastbound train were pulled away from the wreck in running condition. All traffic will be delayed for hours, as the track is torn up for two hundred yards.

WRECK PATIENTS
GETTING BETTER
With but two exceptions, Jeanette Read and John Kuno, all the victims of the Terra Cotta wreck who are in Washington hospitals, are doing well. Jeanette Read is in Providence Hospital, and it was said there this morning that her condition is grave. The other patients are getting along nicely.

Mr. Kuno is in Casualty, with a compound fracture of both legs, and the physicians there said this morning that he is very seriously ill. His condition is critical, although there is no immediate danger of death. The others are improving.

At Emergency Mrs. Don Carr and W. C. Johnson are the only wreck patients and both are out of danger and improving steadily. The same encouraging report was made this morning from Fairfield Hospital about the patients there. At Freedman's Hospital it was said that all the wreck patients are doing well, although some of them are not yet out of danger.

NORTH CAROLINA GOVERNOR
SEEKS REDRESS FOR LIBEL

RALEIGH, N. C., Jan. 2.—Governor Glenn has ordered his attorney at Greensboro to issue warrants for the immediate arrest of Representative E. Spencer Blackburn, of the Eighth Congressional district of North Carolina. Governor Glenn afterward held a phone conversation with his attorney and former law partner, Clement Manly, of Greensboro, who will institute proceedings against the Representative for criminal libel.

This action on the part of the governor is the sequence of charges contained in a letter sent from Washington by Representative Blackburn to Representative-elect Hackett, of the Eighth district, specifying his grounds for contesting the election, and alleging among other things that the governor had used undue influence to accomplish Hackett's election, inasmuch as he, as a member of the State text-book commission, voted in favor of the American Book Company, who the Representative alleged, in return contributed sums for the purpose of Hackett's election. In turn, it was stated Hackett is to use his influence toward electing Governor Glenn United States Senator.

The governor denounces the charges as libelous and false, and states that he will insist upon criminal redress.

(Continued on Second Page.)